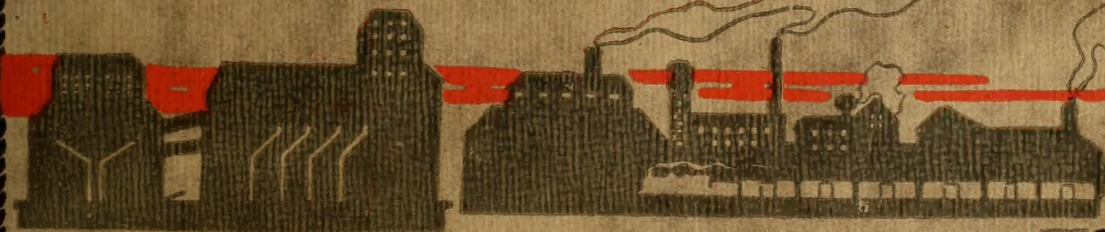


KINGSTON

DEEP WATER TERMINAL
OF THE GREAT LAKES




LP
F5012
K5D

The EDITH *and* LORNE PIERCE
COLLECTION *of* CANADIANA




Queen's University at Kingston

A WORD OF INTRODUCTION

 KINGSTON, the Limestone City, situated at the Eastern end of Lake Ontario where the "Lake and River meet," and at the foot of "Deep Water Navigation" of the Great Lakes is, and has always been, an important City in the commercial life of Canada. In transportation matters it is favored by being located on the three great railway trunk lines and in addition is a port of call for all package freighters plying between St. Lawrence River ports and the head of the Lakes.

For years it has been the transshipping point for grain cargoes from Lake steamers to River barges, and with the completion of the New Welland Canal, and the Deep Water Terminals at Kingston, this City is destined to stand in the same relation to Canada that Buffalo does to the United States, the greatest trans shipping port in the country. On account of its location it is an ideal place for manufacturing industries, and the Industries Committee of the City Council and Board of Trade, solicit correspondence with a view to entering into negotiations with all parties desirous of establishing manufacturing industries. Exemption from taxation is offered to first class Industries.

Bird's Eye View of Lower Portion of City

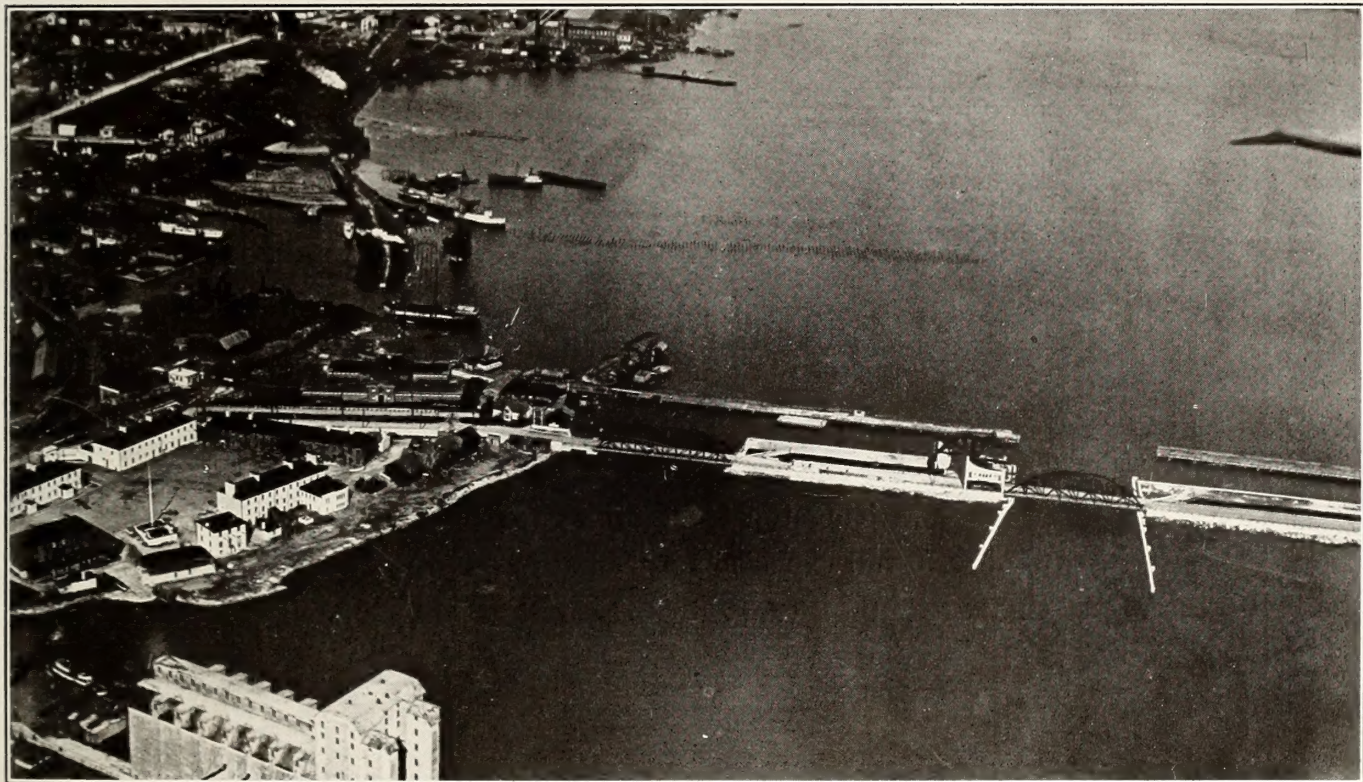
HE accompanying photograph was taken from an aeroplane by an Officer who gained his experience on Flanders fields, and gives an excellent bird's eye view of the lower part of the City and the adjoining water front. The large freight and passenger steamers plying on Lake Ontario, the excursion steamers running to the beautiful Thousand Islands and the numerous ferry steamers operating out of the City use this part of the water front for docking.

Excellent water transportation is available to all parts of the country.




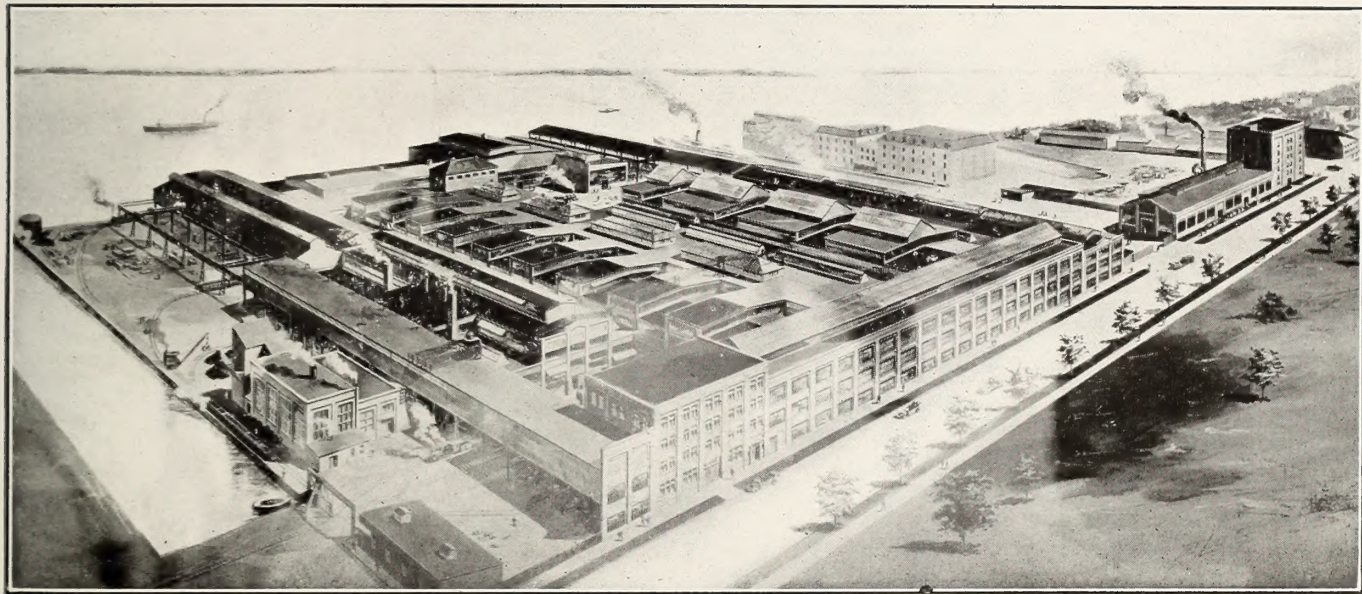
Lower Harbor—Proposed Deep Water Terminal

THIS cut shows the Lower Harbor which is an ideal location for the proposed deep water terminal, being entirely land locked and sheltered from all storms and of ample dimensions to accommodate a fleet of the largest lake carriers. The Harbor is served by all of Canada's great railway systems with direct connection and easy grades to tide water. Manufacturing sites with rail and water connections may be obtained in this vicinity.



Plant of the Canadian Locomotive Company, Limited

HE adjoining page shows the manufacturing plant of the Canadian Locomotive Company, Ltd., one of our largest industries. This plant has had a long and successful career and is one of the most modern, best equipped and best managed industrial plants in Canada. Its products have been sent all over the world and Kingston locomotives are doing good work on all continents. When running to full capacity this plant employs twelve hundred men and turns out one hundred and seventy-five locomotives per year.



Shipbuilding and Dry Dock Facilities

KINGSTON is fortunate in having a modern dry dock and ship building plant where ocean and lake ships are turned out and where vessels in need of repairs can have prompt attention. This dock will accommodate full size canal steamers, and a new dock is now proposed and will be completed by the time the New Welland Canal is in commission, which will dock the largest steamers plying on the upper lakes.

The ship building plant is also being enlarged and this business promises to be an important feature in the industrial growth of the city.



Kingston's Beautiful City Buildings

THE City Hall is a magnificent pile, built of local limestone, and is a credit to the foresight and courage of the men who had the daring to enter into such an undertaking when Kingston was a comparatively small town.

The City Hall is one of the show places of the locality and the portraits of the eminent men who have taken part in not only the Government of the City, but of the Country adorn its walls. Prominent among these is that of Sir John A. Macdonald, who represented Kingston in the Dominion House for over forty years and was the first Premier of Canada after Confederation.



Proposed Harbor Improvements

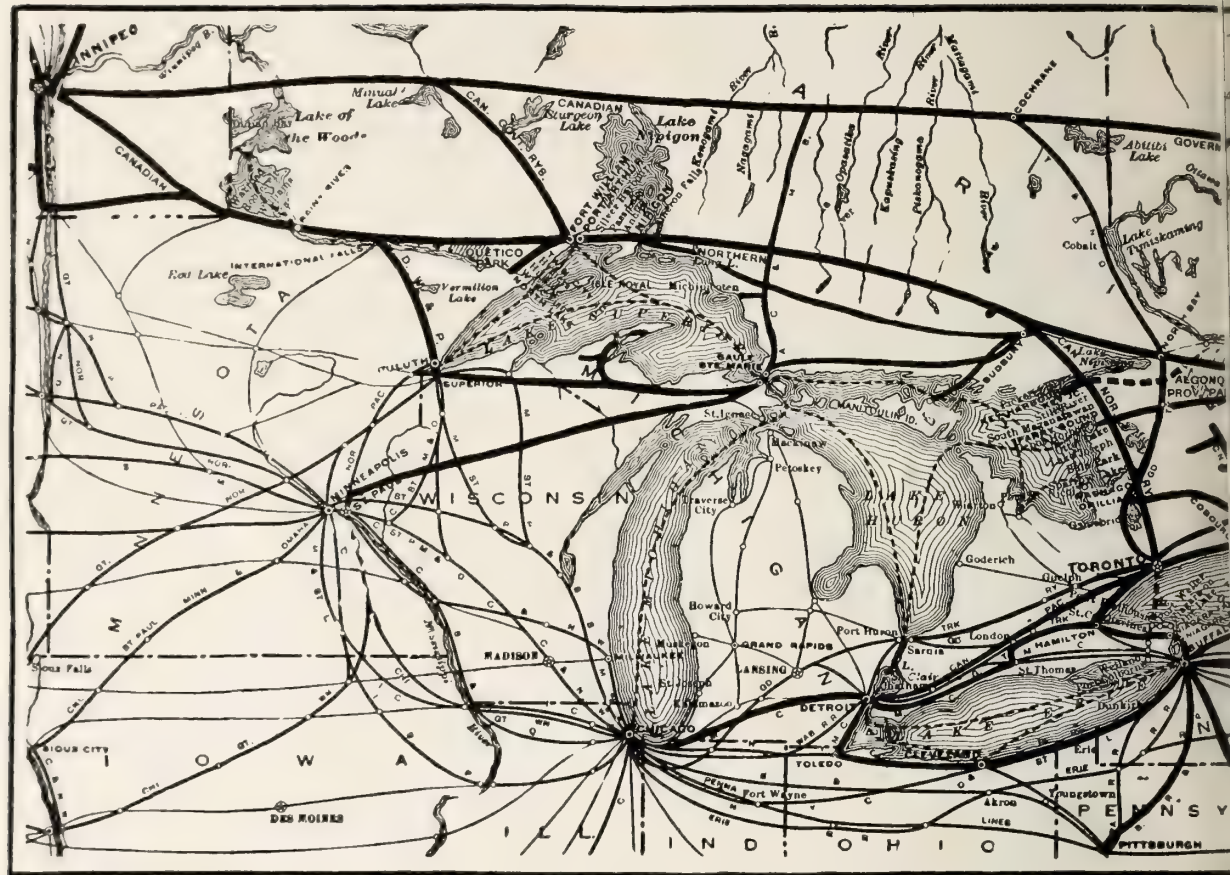
THE attached plan shows the proposed harbor improvements. Here provision is made for taking care of the large fifteen thousand ton lake steamers from the Upper Lakes, and the three thousand ton river barges which will ply between Kingston and Montreal. Ample railway facilities are provided for carrying grain to the sea board and roomy sheds for package freight are included in the plan. The protected harbor is well adapted for providing a safe shelter for boats when carrying winter storage grain. When the plans are finally developed about two hundred acres of land will be reclaimed for industrial purposes accessible to rail and deep water navigation.

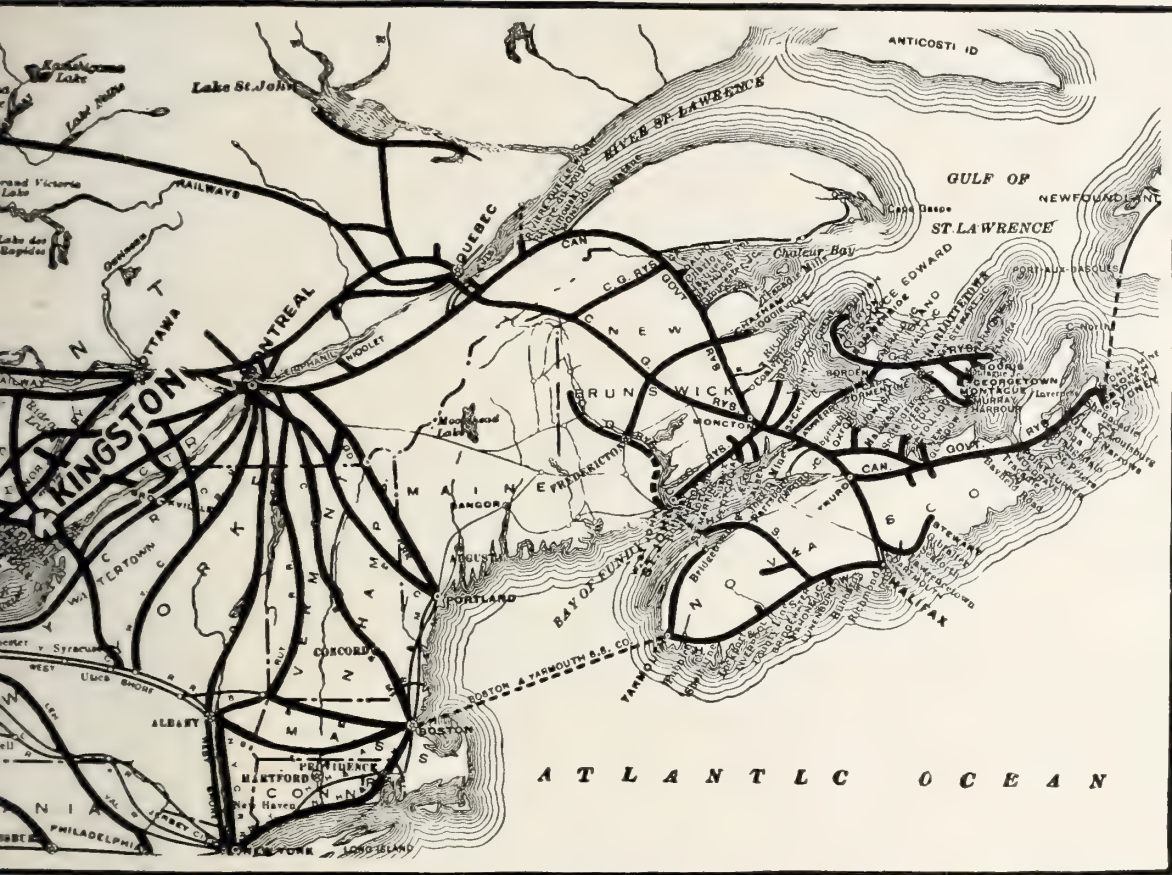
Elevators and Grain Storage Facilities

THE modern elevator and grain storage tanks shown herewith will be equipped with the latest word in grain handling apparatus, safe, quick and efficient. The storage capacity will be 3,200,000 bushels and the elevator will be capable of unloading 50,000 bushels per hour, and the track lay out is such that four hundred cars can be loaded in ten hours. In the late fall when the lower canals are frozen grain may be safely moved through the open lake waters to Kingston and then forwarded by rail to ocean ports. The harbor is well adapted for winter storage of grain in boats.

With ample grain storage, shipping facilities by rail and water, cheap power and favorable labor market, Kingston suggests itself as an admirable site for a large flouring mill for export and domestic trade.







The Modern Type of Elevator

THE cut on the opposite page shows the latest development in elevator practice in a city of elevators. This is owned and operated by a Kingston firm, and is one of the houses that collects and starts the grain of the golden west on its long trip to the sea in immense steel bulk freighters, which have been evolved after years of experience, with the result that bulk freight is handled more expeditiously and cheaper on our great lakes than in any other transportation system in the world.

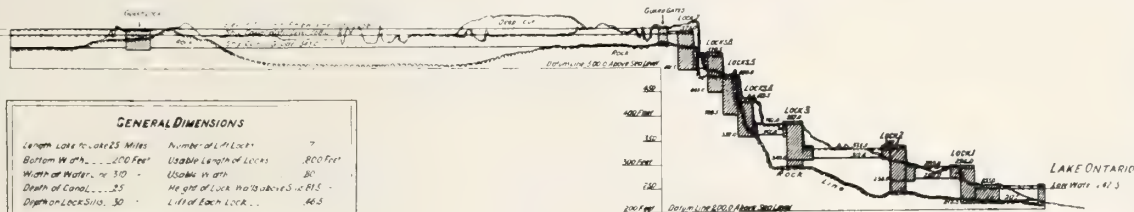


Transportation Facilities

THE grain growers in the West have been badly handicapped in the past for lack of proper transportation facilities and the only solution is the early completion of the New Welland Canal and the deep water terminals at Kingston with a proper steam boat service on the Lakes and a barge service on the river.

Transportation will follow nature's route, the route by which the waters flow to the sea. Manufacturers will consult their now best interests by locating where they can ship their products by water as well as by rail.

LAKE ERIE

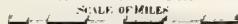


GENERAL DIMENSIONS

Length of Locks Miles	Number of Locks	7
Bottom in ft. ... 200 Feet	Usable Length of Locks	800 Feet
Width of Waterway in ft. ... 30	Locks in ft.	30
Depth of Canal ... 25	Height of Locks in ft. ... 10	
Depth of Locks in ft. ... 30	Length of Each Lock	100 Feet



THE WELLAND SHIP CANAL



The New Welland Canal

THE New Welland Canal will be deepened to twenty-five feet for its entire distance and to thirty feet at the locks. The number of locks will be reduced from twenty-two in the present canal to seven in the new canal, thereby decreasing the time required for a boat to pass through the canal. This will give the largest lake freighters a deep water way from Fort William and Port Arthur at the head of the lakes to Kingston, Ontario, which will become the deep water terminus for the immense traffic of the Great Lakes.



The attached Map shows the different Routes from the head of the Lakes to the sea.

Statistics of 1913 Grain Crop

95 per cent. of Canadian grain passed through Fort William and Port Arthur.
5 per cent. of Canadian grain to Duluth and Minneapolis.

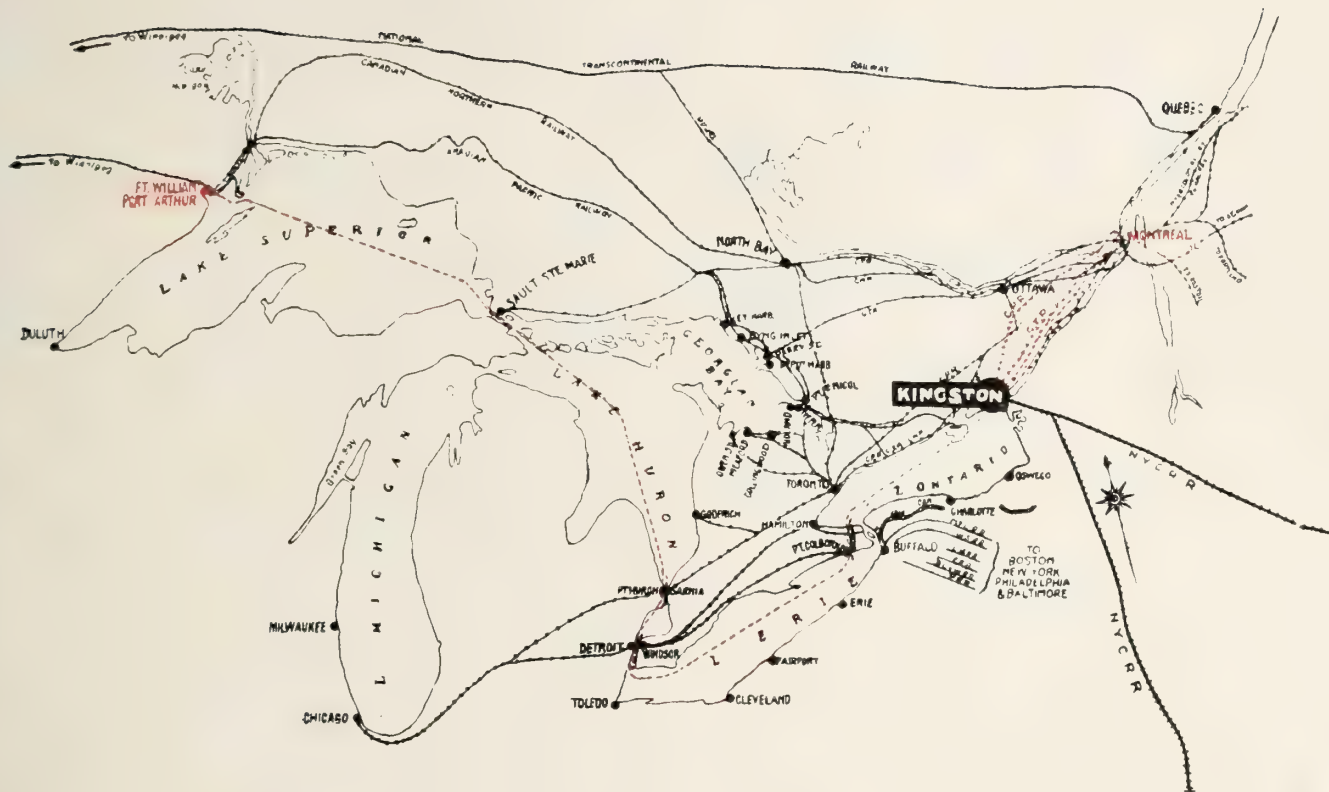
Percentage of grain handled at different ports:

Boston	13.77	Portland	7.80	68.12
New York	21.05	Montreal	26.50	
Philadelphia	12.80	St. John	7.10	
Baltimore	12.70	Halifax05	32.65

When the Welland Canal has been deepened and terminals provided at Kingston, these tables will have a different story to tell.

Copy of Resolution adopted by the Executive Committee of the Dominion Maritime Association at a meeting in Toronto, on April 12th, 1919:

"RESOLVED, that in the opinion of the meeting, Kingston Harbor should be developed as a deep water terminal to take care of the trade which will pass through the new Welland ship canal and that this port should be prepared to trans-ship and store cargoes from Upper Lakes' vessels by the time the ship canal is open."



From Historical Fort Henry Kingston Unfolds its Many Beautiful Homes
and Prosperous Industries.

Some Facts About the City

Population—25,000.

Location—Foot of Lake Ontario and at the mouth of the River St. Lawrence.

Transportation—Canadian Pacific Railway, Canadian National Railway, Grand Trunk System, Canada Steamship Passenger Lines, daily to all lake and river ports; Package freighters to and from all lake and river ports.

Industrial Sites—Free sites accessible by rail and water, and exemption from taxation.

Power—Hydro-electric power immediately available at reasonable rates.

Labor—Skilled and unskilled, male and female labor available, intelligent and permanent.

Housing—Provision is being made to take care of any influx of population on account of new industries.



Kingston from Fort Henry—Showing Royal Military College.

Kingston An Educational Centre

THE City is admirably equipped for the education of all. Excellent schools for the children, Collegiate Institute for the young men and women and Colleges for the more advanced. Queen's University has a national reputation and its graduates in Arts, Medicine, Science, (including Mining and Engineering) Divinity and Education, are prominent in their professions. The graduates of the Royal Military College made a proud record in the Great War and the system of education in this Institution is excellent for the mental and physical development of our young men.



Old Arts Building, Queen's University.

Kingston a Market Town

KINGSTON is the County Town of historical Frontenac County and the County Buildings are a credit to it and an ornament to the City. An excellent farming community surrounds the City and farming is carried on in an advanced and scientific manner. The Public Market is one of the attractions of the City, where on market days hundreds of producers sell their goods directly to the consumers, thus greatly reducing the cost of living and incidentally allowing the user to procure market produce fresh from the ground.



Court House.

General Information

THE map on the last page shows the lay-out of the City. Its situation with breezes from Lake Ontario makes it ideal in summer and pleasant in winter. Parks scattered through the City and along the water front give splendid breathing places and play grounds for the children.

Water, gas, electricity and sewers are available on residential and business streets and sanitary conditions are excellent.

Prospective manufacturers will receive every encouragement to locate in this City. A strong organization of the City Council and Board of Trade has been formed which will give all information and assistance required and will look after the welfare of any manufacturer when he has located. Come and see Kingston or for further particulars, write to W. W. Sands, Secretary Industrial Committee, City Hall, Kingston, Ont.

MAP OF THE
CITY OF KINGSTON AND SUBURBS.



CITY OF KINGSTON AND SUBURBS
MAP OF THE





DESIGNED AND PRINTED
BY
HANSON, CROZIER AND EDGAR
KINGSTON, ONTARIO
